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This ridge was about four miles long, and our way would lead upon its crest, for there was no other route possible. For some distance we proceeded with ease, and made tolerable speed. This was at an altitude of about 12,000 feet, and the morning wind was cold. "As we proceeded there was a precipe on

Health is Wealth

SUPPRING HARDSHIPS.

That which we the most concern about this time was not the danger of about this time was not about this time was not the danger of about this time was not the danger of about this time was not about this time was not and until the train the repair of about this time was not about this time wa

tons. There was no trace of fire here, but the top was formed of red lava, overlying the granite, and forming the crown of the dome.

I may state here the conclusion which I was led to by a thorough examination of this volcano; and that is, that it was thrown up almost instantly by a violent explosion of subterranean fires, which then died away and have been cold ever since. It was not a volcano of long distribution, like Shasta was. I will give my reason for this conclusion further on.

THE ASCENT.

THE PLUCKY WEST VIRGINIANS

Not Satisfied with Reaching the Highest Peak, Go Farther Into the Fastnesses of the Mountaines. The Commendation of the Satisfied Poem.

Special Correspondence of the Intelligence.

Tot. House, Oak, Sept. 15.—When I had climbed to the utmost point of the peak and could see that there was nothing higher in all that region, I might have been satisfied to set out upon my return; but I could see a stupendous eddome some three or four miles to mylich I stood, and from its peculiar as pearance I was desirous of visiting it. Everything indicated that it was an extinct volcano, its form, color and position.

I was desirous of going to it, and suggested such a course to Mr. Selby. For the first time in all the journey he healtated. Usually, I could no sooner suggest an enterprise than he would join instantly. But this time he was slow to make reply, and stood looking doubtingly at the volcano. When I inside on an answer, he said that he had no doubt that that we could reach the mountain if we undertook it; but already we had gone several days beyond what we had counted on, and it was absolutely necessary for us to set out upon our turn, or we would starve. Our bread was nearly gone. I laughed at his childs he lears, and started for the volcano, when I inside the volcano. When I inside the volcano in activity, they would have said that it would take un only one of the volcano. The ridge range of the volcano, or had been extended on an answer, he said that he had no doubt but that we could reach the mountain if we undertook it; but already we had gone several days beyond what the farthest end of which rose the dome of an answer, he said that he had no doubt but that we could starve. Our bread was nearly gone. I laughed at his child is hears, and started for the volcano. The ridge was also to the volcano. From where we were we could see that this route would be a difficult and dangerous one. The ridge range of the fire had been expended. I was broken down, or had been except the total trains the

Georgass night class it as metamorphic rock, though what is given that name is often very different from this.

Enough rocks were cast out to build a hundred Pyramids of Egypt, and they were heaped up on one another a thousand feet high, above the top of the mountain on which the volcano stands. AT THE SUMMIT.

For some distance we proceeded with esse, and made tolerable speed. This swas nat altitude of about 12,200 feet, and the morning wind was cold. As we proceeded, there was a precipice on either hand. On the north, it was perpendicular, but on the south it ran down at an angle of forty-live degrees. The whole formation of the mountain was rock. There was no soil at all. The rock, for the most part was cold; but in places it was shattered and broken, partly by fost and partly by volcanic action. The farther we proceeded, the more vivient had the carthquakes been, as we could judge by the manner in which the rocks were broken.

At times we amused ourselves pushing rocksover the precipice and watching them fall and dash themselved to pieces a thousand feet below. A rock that would weigh a hundred pounds would strike with each violence that nothing would be left of it but a cloud of dust, that would flash up when the rock affect, lit was interesting to see. The rock is also move and look over to see the result. It was interesting to see, the rock lell sheer down, and as may looke after it, it seemed to be hanging motion mounced that the rock had struck. Sometimes we could hear them strike, and sometimes we could James to a motion as a thomated sets denoted the control of the co

Breadstuffs and Provisions.

New Youk, Sept. 25.—Flour, receipts 16.53.

New Youk, Sept. 25.—Flour, receipts 16.53.

packages oxports 2,709 barrels and 2,122 and 25 markets 4 stronger and 4 stry activo; siles 25,000 bushels; exports 7,000 bushels; sales 5,800 bushels; exports 7,000 bushels; sales 5,800 bushels; exports and 45,000 bushels; sales 5,800 bushels; exports 25,500 bushels; sales 5,800 bushels; exports 25,500 bushels; exports Breadstuffs and Provisions.

prints 28-30c. Eggs firm; Pennsylvania frets 21s.

BAITMORR. Mp., Sopt. 25.—Wheat, western casy and quiet; No. 2 whiter red spot and September sile: October 815c; December SasSige. Corn, western steady; mixed spot and September 40-62c; year and January 40-62c. Outs steady; year and January 40-62c. Outs siteady; and the same sile of the same sil

CLARRON'S LAVESTOCK MARKY, Sept. 23.
All hogs sold in these yards, by E. A. Dischstere are at gross weight.
Receipts, tals week 5.372 head, against 2.005 head last week. Good light heys selling at \$5.105 heavy hows selling from \$8.5054.00; rough hogs selling at \$5.00. Receipts of absent and lambs 2.266 head; alsepts selling from 30 to \$560; lambs selling from 40 to \$60.

selling from 4e 10 fe.

Al Rareman Stock Forsk, eta the Baltimore & Ohio
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233 cars, containing 4,240 cattle, 154 calves,
Thos sheep and lambs, 7,855, bogs, 10 horses, 1
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C., L. &. W. R.-R.

Kraces, Cleveland, E. & W., 12:05 pm 18:05 pm
Masfilon Accom 15:12 pm 10:05 am
St. Clairsville Accom 15:00 am 19:25 am
St. Clairsville Accom 12:05 pm 12:25 pm
St. Clairsville Accom 12:05 pm 18:20 pm
Local Freight and Accom 12:05 pm 18:20 pm
Local Freight and Accom 12:25 pm 17:20 pm OHIO RIVER R. E. 97:00 am 910:55 am senger. 911:55 am 91:40 pm senger. 94:30 pm 98:15 pm B., Z. & C. RAILROAD.

Bellaire & Zanesville Through Passenger leaves sellaire at 8:40 a. m., arrives at Bellaire at 3:30 p. m. Woodsfield Passenger leaves Bellaire at 4:20 p. m., arrives at Bellaire at 8:25 a. m. Summerfield Accommodation leaves Bellaire at 1:25 p. m., arrives at 11:59 a. m.

WHEELING & ELM GBOVE R. R. VV On and after Monday, April 29, 1889, trains on the Wheeling & Elm Grove Railread will run as follows:

LRAYE WHERLING.

5:30 a.m., 5:10 a.m., 7:00 a.m., 8:00 a.m., 9:00 a.m., 10:00 p.m., 8:00 p.m., 10:00 p.m., 8:00 p.m., 10:00 p.m., 8:00 p.m., 8:00 p.m., 9:00 p.m., 8:00 p.m., 9:00 p.m., 8:00 p.m., 9:00 p.m., 8:00 p.m., 8:00 p.m., 7:00 p.m., 8:00 p.m., 7:00 p.m., 8:00 p.m., 7:00 p.m., 8:00 p.m., 9:00 p

Likave WHERLING PARK.

6:10 a. m., 7:08 a. m., 8:00 a. m., 9:00 a. m., 10:00 a. m., 12:00 m. 1:00 p. m., 2:00 p. m.,

8:00 p. ms, 12:00 m., 12:00 p. m., 2:00 p. m.,

8:00 p. ms, 4:00 p. m., 8:10 p. m., 6:10 p. m., 7:00 p. m., 8:00 p. m., 6:10 p. m.,

8UNDAYS.—Leave at 7:00 a. m. and run every hour, except church train at 9:15 p. m. Leave Wheeling Fark at 8:00 a. m. and run every hour until 10:00 p. m., except. church trains, which will leave the Park at 9:45 a. m., 4md Wheeling at 12:15 and 8:15 p. m.

C. HIRSCH, Superintendent.

OHIO RIVER RAILROAD.—TIME
Table taking effect May 26, 1859. Passenger trains will run as follows—Central Time.
All trains daily except those marked thusy
which do not run on Sunday: a. m. 1:88 10:22 Charleston, via C. & O ...

p. m. s. m. a m. 6:80 7:86 8:25 9:45 9:68 11:46 Huntington.....

Clifton...
Mason City
Ravenswood
Parkersburg
Wilfamstown
New Martinsville
Benwood
Wheeling

M. H. OSDORAS, S. J. A., TOMEROY, O.

ANAWHA & OHJO RAIL WAY,
[ROWT, W. KELLEY, Receiver]

(Kanawha Bhort Line) Schedul in effect
February 8, 1889, (astbleet to cheeded without notice. Trains leave Wheeling 10:50 a. m. sq.
Obic alver Sairoad, arrive Charleston 8:18 p.
m. Leave Charleston 6:18 a. m. arrive Wheeling 7:45 p. m. via O. B. R. R. Leave Charleston
12:80 p. m., arrive Wheeling 3:55 p. m. via Col
umbus and Pan-Handle, daily except Sunday
"Central Standard Time." Sundays only, trains
leave Charleston 8:00 a. m., arrive Wheeling 7:45
p. m. via O. R. R. R.
apil GEO, J. KRMLICH, G. P. A.

apil . GEO. J. ERMLIOH, G. P. A.

CLEVELAND & PITTSBURGH
RAILROAD, --Under schedule in effect May
12, 1899. Trains leave Bridgeport, Central Stand.
251 lime; For Fittaburgh, Unleage and Cleveland, 4160 s. m. · of Fittaburgh, 10:22 s. m. For
Chicago and Cleveland, 1112 p. m. For Fittaburgh, 10:23 s. m. For
Chicago and Cleveland, 1112 p. m. For ScienbenTrains arrive at Bridgeport at 7:88 s. m., 10:18
a. m., 12:28 p. m., 4437 p. m. and 7:62 p. m.,
On Saturdays only--For East Liverpool, 6:14
p. m.; from East Liverpool, 1112 p. m.

p. m.; from East Liverpool, 11:12 p. m.

PITTSBURGH, CINCINNATI & ST.
LOUIS BAILWAY CO.—Panhandle Route.
Under schedule in effect May 26, 1890 trains
leave Wheeling, Central Standard time: Frr.
Stoubenville, Flitsburgh and the East, 6:20 a. m.
12:44 p. m., 5:20 p. m. and 5:40 p. m. For Columbus,
Cincinnati, Indianapolis and St. Louis 6:20
a. m. and 8:40 p. m. For Columbus and Chicago
12:45 p. m. Trains arrive at Wheeling at 5:50
a. m., 10:00 a. m., 2:45 p. m. and 8:20 p. m.
Trains leaving at 6:20 a. m. and arriving 8:20
p. m. run solid between Wheeling and Fitteburch, Att trains daily expentitunday, my?? BANK OF THE OHIO VALLEY.

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